

REMARKS

The Examiner has rejected claims 1-3, 7, 9, 10-12, and 15-18 under 35 U.S.C. §102(b) as anticipated by Uranishi, U.S. Patent 4,701,198. The Examiner has rejected claims 4 and 6 under 35 U.S.C. §103 as unpatentable over Uranishi. The Examiner has rejected claims 8, 13, and 14 under 35 U.S.C. §103 as obvious in view of Uranishi, et al. in combination with Bayerle. The Examiner has objected to claims 5, 19, 20, and 22 as being dependent upon a rejected base claim, but further states that these claims are allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims.

Applicants have canceled claims 1, 2, 8, 10, 12, 16, 17, and 21. Applicants have amended claims 3, 4, 6, 7, 9, 11, 15, and 23. Applicants have represented claims 5, 19, and 22. Original claims 13, 14, and 20 remain pending in the case. Applicants have added new claims 24-26. Pending claims are 3-7, 9, 11, 13-15, 18-20, and 22-26.

The Examiner has stated that claim 5 would be allowable if rewritten in independent form. Applicants have done so by incorporating all the limitations of claim 1, from which original claim 5 depended. Applicants submit that claim 5 is now in allowable condition and such allowance is requested. Furthermore, allowance of claims 6 and 7, which have been amended to depend from claim 5, are also believed to be allowable. Allowance of claims 6 and 7 is requested.

Applicants have amended claim 11 adding the following limitations: "a fuel cap coupled to an opening of said fuel filler tube" and "said carbon canister having at least one perforation for allowing fuel vapors to pass through an external surface of said carbon canister." Applicants submit that Uranishi et al. fail to show such limitations. In the summary of the Uranishi et al. invention, col. 1, lines 43-48: "normally closed valve means controlling the vapor connection between an interior of the fuel tank and the canister and cooperating with the cap for connecting the interior of the fuel tank to the canister when the cap is detached from the fuel inlet." This is further explained in reference to Figure 10 of Uranishi, et al., as cited by the Examiner. Uranishi et al. does not show the combination of "a fuel cap coupled to an opening of said fuel filler tube" and "at least one perforation for allowing fuel vapors to pass through an external surface of said carbon canister." In contrast, Uranishi, et al. "opens the valve ports, and thus, the fuel vapor in the fuel tank is fed into the canister via the valve ports" (col. 5, lines 40-41) when "carry[ing] out the fuel filling operation" (col. 5, line 38). Although Uranishi, et al. do not specifically state this, the reverse is also true, i.e., the valve ports are closed when not carrying out the fuel filling operation. The opening/closing of valve ports is accomplished by the fuel cap of Uranishi, et al. Applicants have no such valve ports; instead, Applicants have perforations that are always open, i.e., open when said cap is coupled or decoupled to said filler tube. Because Uranishi, et al. do not show all of Applicants' limitations of claim 11, Applicants submit that claim 11 is now allowable as are claims 13-15, which depend from claim 11.

The Examiner has stated that claim 19 is allowable if rewritten in independent form. Applicants have done so by incorporating all of the limitations of claim 16, that from which original

claim 19 depended, into claim 19. Applicants submit that claim 19 and claim 20, which depends from claim 19, are now in allowable condition. Such allowance is earnestly requested.

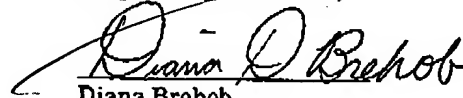
The Examiner has stated that claim 22 is allowable if rewritten in independent form. Applicants have done so by incorporating all of the limitations of claim 21, that from which original claim 22 depended, into claim 22. Applicants submit that claim 22 and claim 23, which depends from claim 22, are now in allowable condition. Such allowance is earnestly requested.

Applicants have added new claims 24-28. Applicants submit that independent claim 24 distinguishes over the prior art by showing: "a fuel cap coupled to an opening of said fuel filler tube; and a carbon canister disposed within said fuel filler tube wherein said carbon canister is in communication with said fuel filler tube." As discussed above, in the invention of Uranishi, et al., the carbon canister is closed off from the fuel tank when the fuel cap is coupled to the fuel filler tube. Applicants recognize that it is desirable to allow collection fuel vapors by the activated charcoal of the carbon canister regardless of whether the fuel cap is coupled or decoupled from the fuel filler tube. Because Uranishi, et al. do not show the limitations of Applicants' claim 24, Uranishi, et al. do not anticipate Applicants' invention. Allowance of claim 24 is courteously requested. Further, allowance of claims 3, 4, 9, 18, and 25-28, which depend from claim 24, is also solicited.

Based on the foregoing comments, the above-identified application is believed to be in condition for allowance, and such allowance is courteously solicited. If any further amendment is necessary to advance prosecution and place this case in allowable condition, the Examiner is courteously requested to contact the undersigned by fax or telephone at the number listed below.

Please charge any cost incurred in the filing of this Amendment, along with any other costs, to Deposit Account 06-1510. If there are insufficient funds in this account, please charge the fees to Deposit Account 06-1505.

Respectfully submitted,



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